Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1.-48. (Cancelled)

49. (Previously Presented) A system comprising:

a compression ignition engine configured to operate in a first, normal running mode to produce exhaust gas and in a second mode, wherein when operating in the second mode, the engine produces an exhaust gas comprising an increased level of carbon monoxide (CO) relative to the exhaust gas produced in the first mode;

means to switch engine operation between the two modes; and

an exhaust system disposed downstream of the compression ignition engine for receiving the exhaust gas therefrom, the exhaust system comprising a catalysed component comprising a flow through, non-filtered substrate monolith comprising a palladium (Pd) catalyst supported on a first support material associated with at least one base metal promoter and a platinum (Pt) catalyst associated with the supported Pd catalyst, wherein the catalysed component is an oxidation catalyst or a NO oxidation catalyst, wherein when the catalysed component is the NO oxidation catalyst, a filter is located downstream of the catalysed component, and wherein the substrate monolith has an arrangement selected from the group consisting of:

(a) a first layer comprising the Pt catalyst and a second layer overlying the first layer, which second layer comprising the supported Pd catalyst and the associated at least one base metal promoter;

(b) a single washcoat layer, which layer comprising the supported Pd catalyst, the associated at least one base metal promoter and the supported Pt catalyst, wherein the Pd catalyst and the Pt catalyst are each supported on a separate and distinct particulate support material; and

(c) a supported Pt catalyst located downstream of the supported Pd catalyst and the associated at least one base metal promoter.

50. (Previously Presented) The system according to claim 49, wherein the means to switch engine operation between the two modes is in response to at least one of exhaust gas temperature, catalyst bed temperature or, if a filter is present, a need to regenerate the filter.

51. (Previously Presented) A process for operating an apparatus comprising a compression ignition engine configured to operate in a first, normal running mode to produce exhaust gas and in a second mode, wherein when operating in the second mode, the engine produces an exhaust gas comprising an increased level of carbon monoxide (CO) relative to the exhaust gas of the first mode, means when in use to switch engine operation between the two modes and an exhaust system comprising a catalysed component of an oxidation catalyst or a NO oxidation catalyst, wherein when the catalysed component is the NO oxidation catalyst, a filter is located downstream of a catalyst component, and wherein the catalysed component comprises a flow through, non-filtered substrate monolith comprising a palladium (Pd) catalyst supported on a first support material associated with at least one base metal promoter and a platinum (Pt) catalyst associated with the supported Pd catalyst, which process comprising running the engine in the first, normal running mode and switching the engine to the second running mode producing a value of at least one measurable parameter indicative of a condition of the engine is outside a pre-determined range, and wherein the substrate monolith comprises an arrangement of the Pd catalyst and Pt catalyst components selected from the group consisting of:

(a) a first layer comprising the Pt catalyst and a second layer overlying the first layer, which second layer comprising the supported Pd catalyst and the associated at least one base metal promoter; and

(b) a Pt catalyst located downstream of the supported Pd catalyst and the associated at least one base metal promoter.

52. (Previously Presented) The system according to claim 51, wherein the means to switch engine operation between the two modes is in response to at least one of exhaust gas temperature, catalyst bed temperature or, if a filter is present, a need to regenerate the filter.

53. (Previously Presented) A system comprising:

a compression ignition engine configured to operate in a first, normal running mode to produce exhaust gas and in a second mode, wherein when operating in the second mode, the engine produces an exhaust gas comprising an increased level of carbon monoxide (CO) relative to the exhaust gas produced in the first mode;

means to switch engine operation between the two modes; and

an exhaust system disposed downstream of the compression ignition engine for receiving the exhaust gas therefrom, the exhaust system comprising a catalysed component comprising: (1) a flow through, non-filtered substrate monolith comprising a palladium (Pd) catalyst supported on a first support material associated with at least one base metal promoter and (2) a second substrate comprising a filter on which is disposed a first platinum (Pt) catalyst, wherein the substrate monolith is upstream of the filter and the catalysed component is a catalysed soot filter, and the substrate monolith has an arrangement selected from the group consisting of:

(a) a first layer comprising a second Pt catalyst and a second layer overlying the first layer, which second layer comprising the supported Pd catalyst and the associated at least one base metal promoter;

(b) a single washcoat layer, which layer comprising the supported Pd, the associated at least one base metal promoter and a second Pt catalyst, wherein the Pd catalyst and the first Pt catalyst are each supported on a separate and distinct particulate support material; and

(c) a second Pt catalyst located downstream of the supported Pd catalyst and the associated at least one base metal promoter.

54. (Previously Presented) The system according to claim 53, wherein the means to switch engine operation between the two modes is in response to at least one of exhaust gas temperature, catalyst bed temperature or to regenerate a filter.

55. (New) The system according to claim 49, wherein the engine is configured to produce exhaust gas comprising >2000ppm CO when running in the second mode.

56. (New) The system according to claim 49, further comprising an engine control means, wherein the engine control means comprises an engine control unit (ECU).

57. (New) The system according to claim 49, wherein the means for switching between the two modes switches between the first mode and the second mode when the temperature of the supported Pt catalyst is <250°C.

58. (New) The system according to claim 49, wherein the Pd catalyst and the Pt catalyst are both disposed on the same support material.

59. (New) The system according to claim 49, wherein the at least one base metal promoter is selected from the group consisting of a reducible oxide, a basic metal and mixtures of any two or more thereof.

60. (New) The system according to claim 59, wherein the at least one base metal promoter is the reducible oxide and the reducible oxide is an oxide of a metal selected from the group consisting of manganese, iron, copper, tin, cobalt, cerium and mixtures thereof.

61. (New) The system according to claim 59, wherein the at least one base metal promoter is the reducible oxide and the reducible oxide is selected from the group consisting of MnO_2, Mn_2O_3, Fe_2O_3, SnO_2, CuO, CoO, CeO_2 and mixtures thereof.

62. (New) The system according to claim 59, wherein the at least one base metal promoter is the reducible oxide and the reducible oxide is dispersed on the first support material.

63. (New) The system according to claim 49, wherein the first support material comprises particulate reducible oxide.

64. (New) The system according to claim 59, wherein the basic metal is selected from the group consisting of

an alkali metal selected from the group consisting of sodium, potassium and caesium,

an alkaline earth metal selected from the group consisting of barium, magnesium, calcium and strontium,

a lanthanide metal selected from the group consisting of cerium, praseodymium and lanthanum, and

mixtures, compound oxides or mixed oxides of any two or more thereof.

65. (New) The system according to claim 49, wherein the first support material is selected from the group consisting of alumina, silica-alumina, ceria, magnesia, titania, zirconia, a zeolite, and mixtures, composite oxides or mixed oxides of any two or more thereof.

66. (New) The system according to claim 49, wherein a supported catalyst part of the catalysed component contains from 0.1 to 30.0% by combined weight of Pt and Pd based on the combined total weight of the supported Pd catalyst and the supported Pt catalyst.

67. (New) The system according to claim 49, wherein a supported catalyst part of the catalysed component contains a weight ratio of from 95:5 to 10:90 Pd:Pt.

68. (New) The system according to claim 49, wherein the catalysed component comprises from 30 to 300g/ft^3 Pd and from 30 to 300g/ft^3 Pt.

69. (New) The system according to claim 68, wherein the supported catalysts contain from 0.1 to 10% Pt by weight and from 0.1 to 20% Pd by weight based on the combined total weight of the supported catalysts.

70. (New) The system according to claim 49, wherein the engine is a diesel engine.

71. (New) The system according to claim 49, wherein the Pt catalyst is supported on a second support material.

72. (New) The process according to claim 51, wherein the first support material is selected from the group consisting of alumina, silica-alumina, ceria, magnesia, titania, zirconia, a zeolite and mixtures, composite oxides or mixed oxides of any two or more thereof.

73. (New) The system according to claim 49, wherein the substrate monolith comprises the supported Pd catalyst and the associated at least one base metal promoter on an upstream part of the substrate monolith, and the Pt catalyst is on a downstream part of the substrate monolith.

74. (New) The system according to claim 53, wherein the substrate monolith further comprises a second platinum (Pt) catalyst.

75. (New) The system according to claim 49, wherein the engine is configured to produce exhaust gas comprising >9000ppm CO when running in the second mode.